

Mozambique, 25th
July 1951

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PORT OF NACALA

Gentlemen,

This will acknowledge receipt of your letter, ref. Port/h, contents of which were duly noted with thanks.

It is rather difficult to answer to your questions as there are, up to the present, no official descriptions of above Port and even the Railways do not know yet the date it will be declared an opened Port. The date has been postponed for three times and now according to informations we could gather it will be officially opened this month. However, we must frankly say that we expect another postponement as we do not see anything ready for said opening.

Replying to your questions we beg to advise:

1.:— Will you have an office at Nacala?

As soon as the plan of the City will be approved, we will, undoubtedly, have our offices at Nacala to handle our Shipping Agencies. We have already applied for the necessary grounds to build our offices, Houses for our staff and Warehouses. At present, there are only a few and not enough pre-fabricated houses belonging to the Railways, and therefore it seems to us that until said plan will be approved all Shipping Agencies will have to continue handling there business from here.

2.:— What is the position regarding the Stevedoring Labour?

We have been told that a Stevedoring Agency has applied for a license to work at Nacala, but we doubt that said license will be granted as the Railways are willing to take care of everything. In any case the Shipping Agencies will not interfere in nothing with stevedoring labour. In the meantime, we think that shipments will have to be effected the same way we have been doing, i.e., we shall have to take all the labour, except stevedores, from here to Nacala.

3.:— Daily rate of discharge and loading, also what will be the method of handling?

We assume that for the next few years it will be the same as at Lumbo. As a matter of fact there is no accostable pier, and therefore the only difference from this port is that the vessels will be nearer shore. From informations we could gather the Railways are sending to Nacala, one landing craft a tug and a few lighters, the number of which are still unknown.

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Regarding the cargo that is usually exported to U.S.A., it seems to us that the only one that will be shipped, at present, through Nacala will be Sisal, belonging to Empresa Agricola do Meserpane and Empresa Agricola do Monapo, as they have their plantations are near said Port. As to the other commodities we think it will be rather difficult as there is only one warehouse and we assume that the Railways will not take the goods to the Port and leave them there without any protection. This will be the problem with tea and therefore until further warehouses will be built we expect that tea shipments will be effected at Mozambique.

As a matter of fact, all shippers and big firms have their Offices and Warehouses here in Mozambique, and none are willing to abandon these without being sure that their cargo is duly handled and protected.

These are merely suppositions as they are no official informations on the subject.

4.: Details regarding depth of water, aids to navigation, etc., also full details of the environments of the Port. Will water supply be available if required.

Kindly see attached informations we could gather on this concern.

5.: When it is anticipated that ocean going vessels will be able to berth alongside.

As stated on the attached information on Port Nacala, dated September 1949, and to which we having nothing to add they are also contemplating the construction of an accostable dock pier at Nacala but no one will ever know when the plan may be executed.

As soon as we shall have any further news on this concern we shall advise you accordingly.

In the meantime, we remain,

Yours faithfully,

c.c.: Cape Town
New York

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